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12, J. L. & CO.
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING.
DISS BROS.
Tailors.

No. 13,557.

號七十月九年六零百九千一英

HONGKONG, MONDAY, SEPTEMBER 17, 1906.

日九廿月七年午丙

PRICE, \$8.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BEER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
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WHO'S WHO IN THE FAR EAST.

THE
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OF THE
PROMINENT MEN OF
THE FAR EAST
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S. QUEEN'S ROAD CENTRAL.

Hongkong.

Hongkong, July 10, 1906.

HONGKONG VOLUNTEER CORPS.

A

GRAND PROMENADE

CONCERT

WILL BE HELD ON THE

VOLUNTEER PARADE GROUND,

On THURSDAY,

20th SEPTEMBER, at 8.15 P.M.

TICKETS (\$2 and \$1) may be obtained

from VOLUNTEER HEADQUARTERS and from

Messrs KELLY & WALSH, LTD.

Hongkong, September 15, 1906. 1801

WANTED.

YOUNG LADY CASHIER. European

preferred. Previous experience not

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Care of 'CHINA MAIL' Office,

Hongkong, September 14, 1906. 1791

WANTED.

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Hongkong, September 3, 1906. 1736

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AT COST PRICE.

CLARETS. BRANDIES.

BURGUNDIES. WHISKIES.

ROCKS. LIQUEURS.

&c. &c.

FOR THIS WEEK ONLY.

GREGOR & CO.

Hongkong, September 6, 1906. 1773

THE PUBLIC HEALTH AND

BUILDINGS ORDINANCE

COMMISSION.

TAKE NOTICE that a Commission has

been appointed to enquire into and

report on the following matters viz.—

1. Whether the administration of the

Sanitary and Building Regulations

enacted by the Public Health and

Buildings Ordinances, 1905, are now

carried out in a satisfactory and if not

what improvements can be made.

2. Whether any irregularity or corruption

exists or has existed among the

officials charged with the administration

of the aforesaid Regulations.

The Commission earnestly invite the

inhabitants of Hongkong and Kowloon to

co-operate with them by forwarding any

complaint they may have to make or sug-

gestion, to offer in connection with the

matters aforesaid to the Undersecretary.

Any person examined as a witness in the

enquiry aforesaid who in the opinion of the

Commission makes a full and true dis-

closure touching all the matters in respect

of which he is examined will receive a

certificate from the Commission which will

protect the witness against any civil or

criminal proceedings which may be insti-

tuted against such witness in respect of

any matter touching which he has been

examined.

By Order,

W. BOWEN-BOWLANDS,

Secretary.

Hongkong, July 7, 1906. 1802

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,363 tons, Captain H. D. Jones.
S.S. POWAN, 2,338 tons, Captain W. A. Valentine.
S.S. FARSHAN, 2,260 tons, Captain R. D. Thomas.
S.S. HANKOW, 2,070 tons, Captain C. V. Lloyd.
S.S. KINSHAN, 1,995 tons, Captain J. J. Lousins.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the line. Special attention is drawn to their Superior Saloon and Cabin accommodations.

Hongkong-Macao Line.

S.S. HEUNGSHAN, 1,998 tons, Captain F. Morrison, A.M.S.
Departures from Hongkong to Macao on week days at 9 p.m., except when otherwise notified by Express. Sunday Special Excursion, leaving Hongkong at 9.30 a.m., and a second departure about 7 p.m.
Note: During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second departure about 7 p.m. On Sundays about 9 p.m. (See Special Expresses).

Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer sails from Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAIKAM, 582 tons, Captain J. Willox.
S.S. NANNING, 569 tons, Captain C. Bouchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

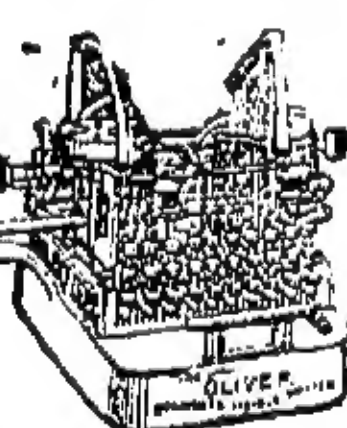
R. HOUGHTON.

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16, QUEEN'S ROAD CENTRAL.

Hongkong, September 12, 1906. 1190

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DURABILITY.

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WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE,
GENERAL AGENTS
FOR HONGKONG & SOUTH CHINA.
Hongkong, April 21, 1906. 726

GEO. GRIMBLE,
MARINE
14, DES VŒUX ROAD CENTRAL.
726

CAMPBELL, MOORE & CO., LIMITED.

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CLEARANCE SALE.

COMMENCING ON

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FOR 2 WEEKS ONLY.

20 W

Revenue Fire Branch... 2,061,044 19 8

Life & Annuity... 1,713,408 19 10

Branches... 23,774,853 19 6

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

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1597

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A HOUSE TELEPHONE.

CAN be fitted to existing Electric Bells.

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Best Telephone for Private Houses,

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pitals, etc., etc. Price very Moderate.

Can be inspected at the Offices of the

Sole Agents:

LUTGENS, EINSTAMANN & CO.,

No. 2, PEDDER STREET.

Hongkong, February 5, 1906. 1380

'THE WORLD'S NEWS'

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A LEADING CHINESE PAPER.

Wide Circulation in Hongkong and

South China.

SECTION MEDIUM FOR CHINESE

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BLOCKS MADE. HALF TONING.

PRINTING A SPECIALITY.

Orders Promptly attended to

161, DES VŒUX ROAD CENTRAL.

Hongkong, March 12, 1906. 1222

Business Notices.

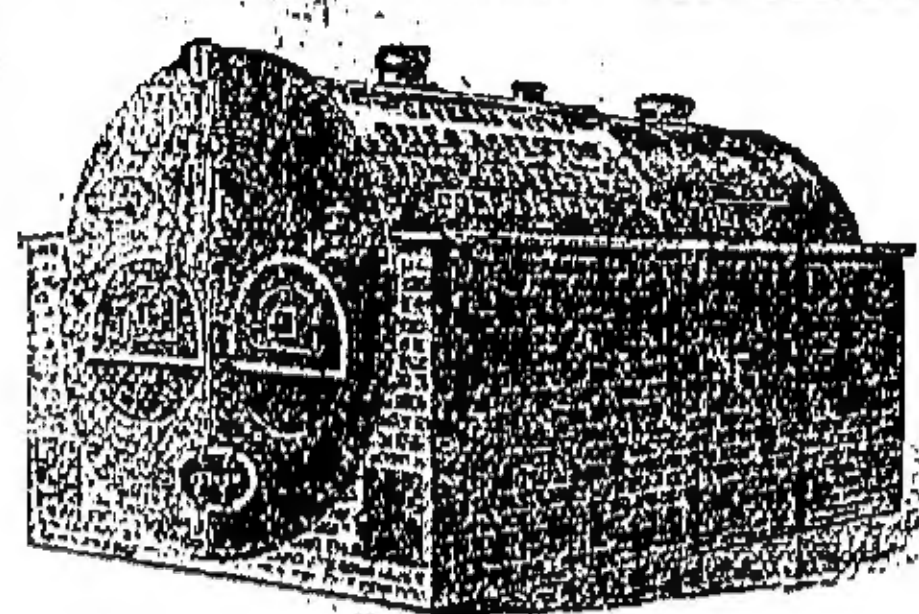
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SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

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JUST RECEIVED NEW CONSIGNMENT OF

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VARIOUS

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PATENT

SIZES.



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UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

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WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

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OPTICIAN.

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STREET

(Under Hongkong

Hotel).

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FREE

LENSES GRIND.

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A SPECIALITY.

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).

DEVELOPING AND PRINTING FOR AMATEURS UNDERTAKEN.

NEW PANORAMIC VIEWS OF HONGKONG.

Taken in August.

Hongkong, September 5, 1906. 1178

CHAMPAGNES

FROM

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.

FOR TERMS APPLY TO

THE MANAGER.

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DEALERS IN

All Sorts of COPPER, BRASS, STEEL.

IRON WARE, &c.

STEEL GIRDERS AND TEES.

CORRUGATED IRON, FIG IRON, &c.

Scalable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

1233

EAST PRAYA RECLAMATION

SCHEME.

AS PROPOSED TO THE HONGKONG

GOVERNMENT AND THE MARINE

LOT-HOLDERS BY SIR PAUL

CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at 'CHINA MAIL' Office,

5, WYNDHAM STREET.

Price 50 Cents each.

REFORM IN CHINA.

BEING a letter addressed to Rear-

Admiral Lord CHARLES BERESFORD,

O.E.M.P. And an article in reply to

CHINA: 'THE SLEEP AND

AWAKENING.'

To be had in pamphlet form at the

'CHINA MAIL' Office, 5, WYNDHAM STREET.

Price One Dollar

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net. \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net. \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

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DRESSMAKERS & MILLINERS.

ARE NOW SHOWING

A GOOD SELECTION OF SMART NEW FOULARDS

AND WASHING SILKS, VOILES, EOLIENNES, etc.

In all the New Art Shades.

NEW KID GLOVES.

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2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.

AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wh

STRIKES IN INDIA.

Labour troubles were numerous in India last month. On August 22, about 2000 road sweepers employed by the Calcutta Corporation struck work demanding an increase in pay from Rs. 8 to Rs. 12 per month. Their grounds were the damness of food and long and heavy hours of labour. The Corporation refused the men's demands and subsequently settled matters by allowing them a dollar per month each gratification. The postmen and delivery men of the Bombay Postal Department went on strike for higher wages, and 488 of them were summarily discharged from the service. About 100 of the postmen remained loyal and the work of the department was carried out as expeditiously as possible with this number. After remaining out a few days the men showed signs of weakness and were soon expected to apply for re-admission. There have been several strikes of private employees.

SHARE REPORT.

In their weekly share report, dated 11th Sept., Messrs. Vernon and Smyth state:—The market has ruled very dull during the week, and rates generally have tended to weakness. The little business which has been transacted has been of a speculative and unimportant nature. The continued rise in sterling exchange is still the chief deterrent influence on the market. Exchange on London, T.T. 2s. 9½d. on Shanghai 73.

Rails.—Hongkong and Shanghai have been on offer during the week, and in the absence of buyers the rate has fallen to \$800 without sale. National railway unchanged.

Marine Insurance.—The market under this heading has been an exceptionally dull one, and with the exception of small sales of Canton at \$820 and \$840, we have no business to report. Union, China Traders, and Yangtze are all procurable at quotations.

Fire Insurance.—Hongkong have been placed at \$227½, and the market closes quiet at that rate. China have been procurable at \$203, but we have heard of no sales.

Shipping.—Hongkong, Canton and Macao have changed hands at \$28, and close steady at the rate. India have found buyers, both locally and in Shanghai, at \$74, and close in a small demand at that. China and Manila, after small sales in the early part of the week at \$24, were done in fair lots at \$21½, the market closing quiet. Douglases continue to offer at \$47 without any business to report. Small transients could be placed at 27s. 6d., but we have heard of no sales. Star Forties unchanged. **Refineries.**—Sales of China Sugars have ruled erratic and sales are reported at \$160, \$150, \$158, and \$157 for cash. The market closing with buyers at \$158. On transients have been placed at \$160 for November, \$153 for December, and \$153 for January. Transients remain without business.

Wharves.—Wharves have changed hands at \$84 and \$84½, closing steady at \$84. We have nothing to report under this heading. **Docks, Wharves and Godowns.**—Hongkong and Whampoa Docks have shown a further weakness, and the rate has fallen without sales to \$123. Kowloon Wharves have been placed at \$103, and close with buyers at \$102½. Shanghai Docks remain steady at \$103, closing with buyers at that. Hongkong Wharves have receded in Shanghai to \$124.

Land, Hotels and Buildings.—With the exception of small sales of Hotels at \$115, and Hongkong estates at \$111, we have nothing to report under this heading. **Cotton Mills.**—All Shanghai mills remain unchanged. Hongkong have declined to \$181, ex dividend of \$11.

Miscellaneous.—China Borneo have declined to \$104, without sales. China Providents have been placed at \$17 50, Green Islands at \$22, Dairies at \$17, and Watsons at \$13. We have nothing else to report under this heading.

INFANT MORTALITY.

THE attention of the Town Council at Johannesburg, Transvaal, was last year directed to the fact that out of eighty-four infants, who died in December, forty-four of them had died of dysentery. An investigation with a view of tracing the source of the disease was promptly initiated. Under the best of conditions attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and storekeepers.

TOLD BY A MOTHER.

11, Albion Street, Rugeley, England.
FROM childhood I have had kidney and bladder trouble, but since my marriage (over 7 years ago), I have suffered more than I can tell, especially during pregnancy. For the few months preceding the birth of my children, the water collected in my limbs and body, making me a dreadful size. I became so big that I had to go sideways up and down stairs; my legs were swollen as large as buckets, and I must have weighed over 18 stone. I used to be afraid that, if the water reached my heart, I should be gone. I suffered from violent cutting pains in the back and loins; I would be nearly blind with pain in the head, and my heart seemed as it though it would leap into my mouth. I was a walking misery. The doctor described my illness as dropsy, but his medicine did me no lasting good. Of Dean's Backache Kidney Pills, however, I cannot speak too highly; they have made me a different woman, and if married women know what a blessing these pills are, they would never be without them. After I had used Dean's Pills a few days, they began to flush out great quantities of water, and the swellings gradually went down. But that was not all; I began to feel as I used to feel the terrible backache pains in the head, or heart trouble. I don't know when I felt so well as I do now.

(Signed) MARIAN TYLER.
Dean's Backache Kidney Pills are 2/6 a box, or 13/6 for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price.

GEO. ANGUS & CO.,

LIMITED.

ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.

Oak Tanned Leather Belting, Link Belting, Raw Hide Belting, Raw Hide Gears, &c.

CANVAS ROPE, COTTON BELTING, HAIR BELTING, WORKS—BENTHAM, LANCASTER.



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KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

USE ONLY & USE ALWAYS

ATKINSON'S

MOST REFRESHING.

A LUXURIOUS PERFUME

Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

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JOHN OAKLEY & SONS, LIMITED, "WELLINGTONS," MILLS, LONDON.

WELLINGTON KNIFE POLISH

WELLINGTON SILVERSMITHS BLACK LEAD SOAP FOR CLEANING PLATE.

POLYBRILLIANT METAL POLISH NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

Notice to Consignees

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kudang* having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 15th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, August 13, 1906. 1782

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES. STEAMSHIP BEN LAWERS.

FROM ANTWERP, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that their goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 14, 1906. 1786

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

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THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

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\$6 per Annum delivered to Hongkong, \$12.50 to all Coast Ports.

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REMINISCENCES OF INTERPORT ORICKET.

By J. A. L.

Reprinted from the 'CHINA MAIL' in Pamphlet Form.

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Price ... 50 Cents.

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DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

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THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

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S. I. EN TING, Surgeon Dentist.

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THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Cochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (30 p.p.).

SUBSCRIPTION, DAILY (postage extra), Ticals 50 a year.

WEEKLY, including postage, £2 p.a. ADVERTISING RATES. Per inch (8 lines), Ticals 2, one insertion; Ticals 4, one month; subsequent months, Ticals 1 cent 22.

A UNIQUE FEATURE of the "Bangkok Times" is its Siam version. Thus the advertiser is enabled to talk to the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required.

Literary communications should be addressed to the Editor. Business communications to the Manager. Cheques and Post Office Orders in favour of Manager, "Bangkok Times."

Orders booked by MANAGER, China Mail.

'SIR ROBERT HART'S MEMORANDUM.'

A Series of Articles on Sir Robert Hart's Scheme for the Improvement of China.

Reprinted from the China Mail. To be had in pamphlet form at this Office, 5, Wyndham Street.

Price 50 Cents.

IS CHRISTIANITY WORTH INTRODUCING INTO CHINA?

Reprinted from the 'CHINA MAIL'.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price ... 50 Cents.

PEACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price ... \$1.00.

ADMIRALTY QUALITY INDIA RUBBER SHEET

(Invincible Brand.)

THE "RED ANGUS" SHEET.

All Genuine Goods stamped with our Trade Mark.

Agencies in Colombo, Bombay, Rangoon, Shanghai, &c.

Hotels.

KING EDWARD HOTEL.

HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms.

Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required). Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS: "VICTORIA, Hongkong."

For terms, &c., apply to the MANAGER.

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VICTORIA HOTEL, SHAMEN, CANTON.

ON THE BRITISH CONSUL.

MACAO HOTEL, MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

Wm. FARMER, Proprietor.

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THE KOWLOON HOTEL, CABLE ADDRESS: 'CHEF KOWLOON.'

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MONMOUTH CHAMBER, J. W. OSBORNE, Proprietor and Manager.

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ZETLAND HOUSE, 10, QUEEN'S ROAD CENTRAL.

NEARLY OPPOSITE HONGKONG HOTEL.

NICE House, Elegantly Furnished Rooms, Excellent Board and Residence.

Very moderate prices. Entirely redecorated and renovated. New management under Mrs. WATTS, Proprietress.

Hongkong, August 18, 1906. 1616

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PRINTING.

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China Mail Office

5, WYNDHAM STREET, HONGKONG.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	12	3000	Comdr. E. La T. Leatham	Hongkong
Astraea	cruiser, 2nd class	4360	10	3600	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	710	2	900	Lieut. Comdr. Davidson	Yangtze
Britomart	river gunboat	710	2	900	Lieut. Comdr. Bagaber	Yangtze
Cadmus	sloop	1070	6	1400	Comdr. Loard	Hongkong
Cherub	water tank and tug	360	—	390	—	Shanghai
Diadem	cruiser, 1st class	11,000	16	6,500	Comdr. H. D. Wilkie, D.S.O.	Wei-haiwei
Fame	torpedo boat destroyer	380	6	4000	Lieut. Comdr. Hughes	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. Grant Dalton	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lieut. Comdr. Cox	Wei-haiwei
Hart	torpedo boat destroyer	275	6	4000	Lieut. Com. Henniker Heaton	Wei-haiwei
Janus	torpedo boat destroyer	280	6	3900	Lieut. Comdr. W. H. Darwall	Wei-haiwei
Kent	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Wei-haiwei
King Alfred	river gunboat	14,000	14	12,000	Capt. Oacil F. Thurbay, R.N.	Wei-haiwei
Kinsha	cruiser, 1st class	9800	14	12,000	Lt. Comdr. E. V. R. Dugazot	Yangtze
Monmouth	river gunboat	180	2	800	Capt. A. J. Tulke	Wei-haiwei
Moore	torpedo boat destroyer	360	6	4300	Lieut. Comdr. J. Kiddo	Wei-haiwei
Other	Surveying-vessel	855	6	650	Comdr. C. E. Mour	Shanghai
Rambler	river gunboat	85	2	240	Lt. Comdr. C. O. Walcott	West River
Robin	river gunboat	85	2	240	Lt. Com. H. T. Atay	Yangtze
Sandpiper	river gunboat	85	2	240	Lt. Comdr. Lyns	Hongkong
Snipe	torpedo boat destroyer	250	6	6500	Reserve	Hongkong
Taku	receiving ship	4800	6	—	Commodore Williams	Yangtze
Teal	river gunboat	180	2	800	Lt. Comdr. E. Secretan	Yangtze
Thistle	river gunboat	710	2	900	Lieut. Comdr. West	Wei-haiwei
Virago	torpedo boat destroyer	360	6	6300	Lieut. Comdr. Stevenson	Wei-haiwei
Waterwitch	surveying ship	620	—	450	Comdr. B. W. Glenzie	Wei-haiwei
Whiting	torpedo boat destroyer	380	6	5900	Lieut. Com. O. E. L. Thomas	Upper Yangtze
Woodcock	river gunboat	185	2	800	Lt. Comdr. G. B. Spicer-Simon	Upper Yangtze
Woodcock	river gunboat	180	2	800	Lieut. Com. C. W. Wighton	Upper Yangtze
Woodcock	river gunboat	180	2	800	Lieut. Com. Jno. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Flag and Description.	Tons.	Guns.	H.P.	Captain.	Station.
Kaiser Franz Josef	4300	19	9000	Capt. Ferdinand Buhley	Shanghai
Panther	1350	12	6000	Captain E. Koerber	Yokohama
French armoured gunboat	1796	10	1700	Lieut. Ferret	Haiphong
French receiving-ship	—	—	—	Lieut. Merle	Haiphong
torpedo-boat	—	—	—	Commodore Kerihuel	Cape St. James
French gunboat	123	—	600	Lieut. Jannet	Hongkong
French gunboat	—	—	150	Lieut. Hue	Salon
French gunboat	845	10	1000	Lieut. L'Es	Shanghai
French cruiser	3965	14	5500	Comdr. Amet	Kiukiang
French armoured cruiser	10,014	38	20,000	Lieut. Coquilin	Salon
French sub-marine	303	7	6300	Lieut. Garreau	Salon
French destroyer	350	7	303	Lieut. Saint-Sains	Hongkong
French destroyer	9378	38	20,000	Captain Ridoix	Hongkong
French cruiser	9700	—	—	Lieut. Porter	Yokohama
French gunboat	200	6	303	Lieut. Orliou	Haiphong
French destroyer	307	7	300	Comdr. Sagot-Duvauvroux	Hongkong
French cruiser	1550	6	2200	Commodore Simon	Salon
French gunboat	9700	12	15,000	Capt. Aramburster	Hongkong
French sub-marine	307	6	300	Capt. Martel	Salon
French cruiser	9700	12	15,000	Lieut. du Chemin	Chongking
French destroyer	—	—	—	Capt. Grellier	Tongku
French gunboat	—	—	—	Lieut. Lavisere	Bale d'Aong
French torpedo-boat	350	7	300	Lieut. de Relinsch Werth	Salon
French sub-marine	—	—	—	Lieut. Clorieu	Hongkong
French torpedo boat	9437	8	6071	Lt. Vincent de Brighnac	Salon
French battleship	—	—	—	Reserve	Hongkong
French gunboat	1796	10	1700	Lieut. Labail	Salon
French gunboat	—	—	—	Capt. Dupires	Yangtze
French gunboat	250	6	—	Capt. Terquem	Salon
French destroyer	6150	23	4680	Lieut. Brugnon	Hongkong
French battleship (reserve)	123	7	500	—	—
German flag ship	11,000	36	14,000	Captain Wilkon	Japan
German cruiser	6230	34	10,000	Capt. Manoeck	Singapore
German gunboat	1000	10	1300	Comdr. Baron von M. Hillebrand	Hongkong
German gunboat	900	10	1300	Comdr. Klobbe	Hongkong
German gunboat	850	10	1344	Comdr. Hartoz	Hongkong
German gunboat	1009	8	875	Comdr. Lohbert	Taiwan
German torpedo-boat	—	—	—	Capt. Lieut. Wing-Muller	Taiwan
German gunboat	900	10	1300	Capt. Lieut. Walter	Taiwan
German gunboat	900	10	1300	Comdr. Abeken	Hongkong
German gunboat	170	5	1500	Capt. Lieut. Giebler	Canton
German gunboat	—	3	500	Capt. Lieut. von Below	Yangtze River
German gunboat	—	3	500	Capt. Lieut. Ferboni	Yangtze River
Italian cruiser	3000	—	—	Capt. Marengo	Salon
Italian cruiser	2300	10	7471	Captain Borea Ricci	Shanghai
Italian cruiser	3800	—	—	Captain Presbitero	Shanghai
Italian cruiser	2493	29	7000	Capt. Pescotto	Shanghai
Portuguese cruiser	1950	14	4000	Captain d'Antas Ribeiro	Macao
Portuguese gunboat	720	—	—	Captain Coutinho	Macao
U. S. cruiser	3769	28	7500	Capt. Dyes	Cavite
U. S. gunboat	1000	12	1237	Capt. Rohrer	Shanghai
U. S. torpedo-boat destroyer	420	7	3000	Lieut. Woodward	Hongkong
U. S. cruiser	4800	—	—	Capt. Sargeant	Manila
U. S. torpedo-boat destroyer	420	7	3000	Lieut. Irwin	Hongkong
U. S. gunboat	208	10	600	Lieut. Diemer	Hongkong
U. S. cruiser	420	7	3000	Lieut. R. P. Jessop	Manila
U. S. torpedo-boat destroyer	3213	19	7500	Comdr. Hugo Osterhaus	Woonam
U. S. torpedo-boat destroyer	420	7	3000	Lieut. Gannell	Manila
U. S. torpedo-boat destroyer	420	7	3000	Lieut. A. W. Knox	Manila
U. S. gunboat	660	10	6000	St.-Comdr. J. H. Hood	Shanghai
U. S. gunboat	1302	8	1888	Comdr. P. E. Saynes	Manila
U. S. monitor	3850	6	3000	Captain Mahan	Hongkong
U. S. monitor	4284	4	3944	Comdr. 2944	Cavite
U. S. cruiser	8457	20	7500	Commodore G. B. Harbo	Manila
U. S. battleship	12,000	—	—	Captain Logan	Manila
U. S. iron boat	201	3	250	Ensign J. E. Bass	Cavite
U. S. gunboat	201	3	250	Capt. Bennetts	Cavite
U. S. cruiser	4000	14	7500	Capt. Cavies	Manila
U. S. cruiser	3213	19	7500	Capt. F. E. Fletcher	Manila
U. S. cruiser	4088	27	9813	Captain Vess	Manila
U. S. cruiser	1000	15	1118	Commodore Marshall	Shanghai
U. S. cruiser	947	3	500	Lieut. H. A. Wiley	Shanghai
U. S. gunboat	1897	8	1834	Commodore A. W. Dodd	Hongkong
U. S. flag ship	12,000	60	12,000	Captain Drake	Manila

DRINK

THE ONLY GENUINE

TANSAN

J. CLIFFORD WILKINSON

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The SAVOY

LIMITED

Muslins,

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EMBROIDERIES

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and

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PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL

(Under Cornaught House).

FIRST-CLASS

LADIES' & GENTLEMEN'S

HAIRDRESSING

SALOONS.

MONTHLY SUBSCRIPTIONS TAKEN.

ALL KINDS OF

HAIR WORK DONE.

JUST RECEIVED

A FINE ASSORTMENT OF

FANCY HAIR COMBS, etc.

Hongkong, August 8, 1906.

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BIRTHS.

READ.—On Sunday, Sept. 16, at 9.20 a.m., at Victoria Hospital, Barker Road, the wife of W. READ, Naval Yard Extension, of a Son.

SHENHAMER.—On September 9, the wife of JOHN SHENHAMER, of Shanghai, of a Daughter.

WEINBERG.—At the Victoria Hospital this morning at 10 o'clock, EVA, the infant daughter of Mr and Mrs S. WEINBERG. Shanghai papers please copy.

MUNSHI.—On Saturday, the 15th September, eight, MUMSHI ROMANIAN, clerk to Messrs Deacon, Looker and Deacon, died at his residence, No. 2, Hollywood Road. Aged 43 years. Deeply regretted. (Bombay, Shanghai and Japan papers please copy.)

GOLDWORTHY.—On September 12, at the General Hospital, Shanghai, HARRIS LEAN GOLDWORTHY, of the Public Works Department, Shanghai Municipal Council, aged 22.

WAKE.—On September 11, at the General Hospital, Shanghai, JOHN PENDER WAKE, late of Chooan, aged 45 years.

PICARD-DESTEAN.—On September 12, at the General Hospital, JEAN PICARD-DESTEAN, of the Kumo-Chinese Bank, aged 22 years.

MEMOS. FOR TO-MORROW.

Auctions.

10 a.m.—Auction of Sundry Naval and Victualling Stores, at H. M. Naval Yard.

11 a.m.—Auction of Miscellaneous Furniture & Goods, at Mr F. Kien's Sales Rooms.

Miscellaneous.

Goods per Parris undelivered after this date subject to rent.

General Memoranda.

THURSDAY, September 20.—

5.30 p.m.—Water Polo Competition at V.R.C.'s Enclosure, Kowloon.

9 p.m.—Meeting of Kowloon Cricket Club at Seamen's Institute, Kowloon.

FRIDAY, September 21.—

5.45 p.m.—Meeting of Hongkong Civil Service Cricket Club at Club Pavilion, Happy Valley.

Goods per Benlister undelivered after this date subject to rent.

SATURDAY, September 22.—

Transfer Books of Douglas Steamship Co., Ltd., close from this date to 29th Sept. inclusive.

MONDAY, September 24.—

5.15 p.m.—Meeting of Hongkong Football Club, at Hongkong Hotel.

Goods per Oceanic undelivered after this date at Noon will be subject to rent and landing charges.

SATURDAY, September 11.—

Noon—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

The China Mail

HONGKONG, MONDAY, SEPTEMBER 17, 1906.

SPORT AND INTERNATIONAL FRATERNITY.

BRITISHERS, whether they are supporters of the dark or light blues, will feel a thrill of pride at the result of the Cambridge-Harvard boat-race. The inter-University contests are sport in its very best and purest form. There is not the faintest taint of professionalism about these meetings between young men who row, not for a stake or a monetary consideration of any kind, but purely for the glory of winning. Defeat brings no ill feeling with it. It is recognised that the trial of strength and skill and endurance is decided absolutely on its merits and that every man who is in either of the crews is a trier from start to finish. With professional sport this can never be so. When a large amount of money is at stake the frailty of human nature is such that it does not always happen that the result of the contest is what it would have been if no material consideration had entered into the matter. The sport of Kings, as everyone knows, is also the sport of knaves, and the horse that passes the post first is not invariably the fleetest that entered for the race. But inter-University rowing, yachting, and, to a certain degree, cricket and football stand on a pedestal apart from all other sport inasmuch as the contests are never for stakes. To have kept these domains of sport uncontaminated, or comparatively so, is something to be proud of in this age when the power of gold is ruining much that was venerable and beautiful in life. But the international contests, and we include in that expression the trials of strength between Great Britain and her daughter nations, like a higher use. They excite the interest of peoples in different parts of the globe in a common object and they afford an opportunity for showing international courtesy which is certain to have an effect in improving the relations between the countries whose representatives meet

in friendly rivalry. It would be hard to exaggerate the beneficial effects which are thus induced and consequently we hail with the liveliest satisfaction the probability that annual contests between the Yale-Harvard and Oxford-Cambridge winners will now be established. Anything which would make for a bettering of the relationship between the two great branches of the Anglo-Saxon race will not only be a good thing for Great Britain and for the United States but the benefit will indirectly be felt by every nation in the world.

The Tar must be a brave man. He is reported to be cruising in the Gulf of Finland with the Tsarita and the children. So long as he remained on the dry land precautions could be taken against the approach of any undesirable by leaving a message with the hall porter that His Majesty was out to any visitor who called with a mask over his face and the smoking fume of a bomb projecting out of the pocket of his tail-coat. On the wild sea waves, however, it would be more difficult to maintain that privacy which, not unnaturally, seems very necessary just now to the Little Father and the members of his Government. High explosives can be packed in such a small space that a small rowing boat, which appeared to contain only a simple fisherman and the harmless, necessary bait in a superannuated jam tin, might have in it the potentiality of hoisting the Russian Royal family, yacht and all, heavenward in such small fragments that to the query "where is the Tar?" the same answer would be returned as to the similar inquiry as to the whereabouts of the boy who stood on the burning deck. But this is not the worst of the perils which confront the Tar on the rolling deep. The rollicking Jack Tars who man the Imperial fleet have a playful habit of occasionally murdering their officers, hoisting the red flag and turning the guns of the ships upon anything loyal which crosses their line of vision. If this spirit of boisterousness should happen to seize upon the crews of any Russian warships which may be encountered during the cruise things will happen. Poor Nicholas is indeed between the gentleman whose name may not be mentioned in these polite columns, and the deep sea.

The China Mail

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LOCAL AND COAST NEWS.

The German Mail on the 16th August was delivered in London on the 15th Sept.

There were 301 Europeans and 144 Chinese visitors to the City Hall Library, and 112 Europeans and 2,454 Chinese visitors to the Museum during the week ended 16th Sept.

A light line of railway, about two miles long, has been constructed within the last few weeks from the foreshores of Tai-Kok-Shai, near Yumail, to the Kowloon side of the tunnel for the Kowloon Canton Railway. The line is used for conveying materials from junks, etc., to the mouth of the tunnel where a shaft has already been sunk.

Thirty-five sampan owners were charged, at the Magistracy, this morning, with allowing their boats to remain in the typhoon shelter at Causeway Bay for a longer time than was in the opinion of the police necessary. The sampans, usually, crowded into the shelter as soon as the typhoon signal was hoisted last week and remained there for a day after the signal was taken down, owing to the day being wet. The police apparently considered they had no excuse for doing so. Inspector Langley explained that the charge was brought as a caution to the defendants and they were fined 25 each and bound over in the sum of \$20 each to be of good behaviour for two months.

A wealthy Chinaman named I Kung San, who mentioned as a guarantee of his standing that he was surety for the Tai Wo firm for \$150,000, and a friend named Hea Tai, were charged, at the Magistracy this morning, with assaulting a police constable, assaulting a Chinese woman and creating a disturbance in a house at Queen's Road West. They both pleaded guilty and it was stated that the defendants went to the woman's house and got drunk. They abused her and when a Chinese detective came in to see what the trouble was, he was thrown downstairs. The first defendant was fined \$35 for the two assaults and ordered to pay the woman \$10 compensation and the second man was fined \$25 for assaulting the detective.

PNEUMONIA.

THIS disease always results from a cold or from an attack of influenza. Chamberlain's Cough Remedy quickly cures these ailments and counteracts any tendency toward pneumonia. It is made especially for these and similar ailments and can always be depended upon. For sale by all chemists and druggists.

BY TELEGRAPH.

GERMANY'S FLEET.

A CHANGE IN COMMANDS.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, September 15.

Prince Henry of Prussia has been appointed to the command of Germany's active battle fleet in succession to Admiral de Koester.

THE CUBAN STRIFE.

FORCING U.S. INTERVENTION.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, September 15.

In pursuance of their policy of forcing the United States to intervene, the insurgents in Cuba are burning American-owned sugar mills.

[REUTERS'S SERVICE.]

UNITED STATES AND CUBA.

LOS ANGELES, September 14.

One hundred American blue jackets have been landed in Havana and camped in front of the President's palace, in anticipation of possible uprisings and attacks on Havana.

FRANCE.

Naval Gathering at Marseilles.

LOS ANGELES, September 14.

There will be a great naval gathering at Marseilles on the 16th instant in honour of the visit of President Fallieres; the French, British and all the Mediterranean fleets will be represented.

Protecting the President.

LOS ANGELES, September 15.

President Fallieres has gone to Marseilles. Extraordinary measures have been taken, owing to anarchist threats, and it is stated that the carriage in which he will ride in the procession to the Colonial exhibition, is armoured plated, in view of making it bomb-proof.

THE BRITISH ARMY.

Reductions Approved.

LOS ANGELES, September 14.

The King has formally approved of Mr Haldane's army reductions which will be carried out under the instructions issued at the time, but the reduction of the third battalion of the Coldstream Guards is postponed for the present.

THE RUBBER TRADE.

A Corner Possible.

LOS ANGELES, September 14.

It is reported that the United States Rubber trust has acquired the stock of a large London firm, and it is stated that this is the final step towards gaining the control of the world's supply of rubber.

THE "KNIGHT COMMANDER."

No Compensation.

LOS ANGELES, September 15.

The Russian Government has flatly refused to pay compensation for the sinking of the "Knight Commander." Great Britain suggests that the whole matter be referred to the Hague Conference. Russia has not yet replied.

A London telegram to the Osaka Mainichi says that the famine is spreading in Bengal, and the famished people are looting the stores.

With reference to the contemplated expansion of the Yokohama Waterworks at a cost of ¥4,500,000, the Nishi Nishi reports that the Municipality intends to obtain a subsidy from the Government to cover about one-third of the cost. The remainder will have to be raised by either a domestic or foreign loan.

Gun Practice will be carried out as follows:—From Stonecutters West in a South Westerly direction from 9.30 a.m. to 12 noon on Saturday 22nd inst. by the 83 Coy. R.G.A., and on Monday, 24th inst. from Stonecutters West in a South Westerly direction from 9.30 a.m. to 12 noon by the H.K.S.B.R.G.A. If the weather is unfavourable on either of the above dates practice will take place the following day.

The Volunteer Concert.

The Volunteer concert, postponed from Saturday evening, will take place on Thursday evening but if the weather is then again unfavourable, the concert will be held on the following evening, Friday. The tickets already sold will, of course, hold good for these dates.

A GOOD FAMILY LINIMENT.

EVERY family should be supplied with a bottle of Chamberlain's Pain Balm.

For cuts, bruises, burns, scalds or similar injuries, which are of frequent occurrence in every household, there is nothing so good. It cools and soothes the wound and not only gives instant relief but brings out a speedy and permanent cure. For sale by all chemists and druggists.

CHAMBERLAIN'S PAIN BALM.

THIS liniment should occupy a prominent place in every home. It has no equal for its prompt cures of cuts, burns, bruises, and sprains. For sale by all chemists and druggists.

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FAMINE IN KWANGSI.

(From Our Correspondent.)
WUHOW, September 14.
Rumours have been abroad for some weeks that a famine in western Kwangsi was imminent. The information is now only too truly confirmed. The cost of rice has risen to a prohibitive price and the China benevolent societies are taking the matter up and collecting money for the relief of the distressed. The failure of the harvest is due to floods followed by drought.

It seems unfortunate that the governing classes and benevolent societies of China do not give more attention to learning western methods of irrigation.

Instructions in well boring and the use of wind-wheels might save much suffering and check the feeding of unweaned children, as it is at present, in those centres where the price of rice is so high.

THE CANTONESE AND THEIR VICEROY.

Congratulate the New, Wont Part with the Old.

The Chinese merchants in Hongkong, on hearing the news that China has been appointed by Imperial decree as Viceroy of Canton, wired to congratulate His Excellency.

The following are copies of telegrams which passed between Hongkong and Canton:

THE VICEROY, Nanking.
It is with the profound pleasure we hear that your Excellency has been appointed Viceroy of Canton. The whole population of the Two Kwang Provinces rejoice that day will again dawn in the Two Provinces, and beg to offer you best wishes.

(Signed) HONGKONG CHINESE MERCHANTS, 15th instant.

The Viceroy's Reply.

THE CHINESE TELEGRAPH ADMINISTRATION, Hongkong.
Please inform the Chinese merchants that I thank them for their kind congratulations and that with scanty means and limited ability, I am afraid that I may be unable to realize the hopes advanced by the merchants.

(Signed) Fu, 14th.

TOTAL WEN (ADMINISTRATOR CHINESE TELEGRAPH HONGKONG) TO THE VICEROY.

Nanking.
I hear that the merchants propose opening a grand reception for your Excellency. Please advise the date of departure.

(Signed) Wen, 14th.
[It must be noted that Total Wen here mentioned is not the Viceroy's Secretary—Ed., C.M.]

The Viceroy's Further Reply.

TOTAL WEN.
Proposed departure for South beginning of the 9th moon. But with virtue very scanty, I feel ashamed to accept the honour. Any reception will only accentuate the faults in myself. I must decline with thanks for the honour of a reception.

(Signed) Fu, 16th.
While the Hongkong Chinese are busy making preparations for the reception of the new Viceroy, the people of Canton are exerting their energy with a view to influencing the retention of the old one. On Friday, our Canton correspondent wrote that the Canton Chamber of Commerce, and the railway people telegraphed Peking asking that the Viceroy be allowed to remain in Canton. Yesterday, the Nine Charitable Institutions sent a commission down to Hongkong to wire the Chinese abroad requesting their support for the same purpose. Why they did not wire from Canton is not known, but the telegram, which has been telegraphed to seventeen ports from Hongkong, reads as follows:

Kwangtung has been notorious for robbers, and the remnants of the rebels at Kwangtung have not all been suppressed yet. But owing to the energetic measures taken by His Excellency Viceroy Shun Chun Hsen, peace has been vigorously restored. Now an Imperial decree has been received appointing His Excellency to the Yun Kwei Province, and the news of his appointment is received with great excitement, all fearing that with the departure of Viceroy Shun, the rebels will take the opportunity to devastate the place again. You have no doubt the hope for peace in the mother land. We beg that you will address telegrams to the Waiwup and the Board of Commerce requesting them to memorialize the Throne for the retention of His Excellency.

(Sgd.) The Nine Charitable Institutions, Canton, 16th.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:

On the 17th at 11.25 a.m. The barometer is rising over N. China and Japan and falling slowly over the Philippines. The depression over N.E. Japan is moving the Pacific.

Pressure is relatively high in the neighbourhood, and over Central China.

Except over E. Japan, where pressure is from 0.2 to 0.4 inch in defect, depressures from the normal are small in amount.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.
1.—Hongkong and Neighbourhood: Variable wind, moderate; probably some thunder showers.
2.—Formosa Channel: N.E. winds, freshening.
3.—South coast of China between Hongkong and Lamouks: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

SPORTING.

Interport Rifle Shooting.

On Saturday afternoon the first practice shoot in connection with the Interport Rifle Match took place on the King's Park Range, Kowloon, but, owing to the very unsatisfactory weather conditions, the attendance was very small, only five of those invited to attend turning out. This is not a matter for surprise as only the most enthusiastic of shots could have been expected to go to the range during the rain. Major Chitty shot very well over the 200 and 600 yards range, scoring 33 and 34 (one off the possible) respectively. At the 200 yards range the five inch invisible bull was used for the first time, so that Major Chitty's 33 is really a commendable score. Over the 600 yards range he did not do so well, making 27 only, a total score of 60. This total is well above the average and if the Major can be depended on to do likewise in the match he will be well among the leaders.

Mr. Munro, of Jardine Matheson and Company, who has recently arrived from home, made a promising start and with practice is expected to come on a good deal. At his first attempt over the 200 and 600 ranges he scored 26 and 28, but later on he put up 34 and 33.

The full scores were as follow:

Major Chitty, 11th Inf.	33	34	67
Lt. J. T. Hay, R.F.C.	31	26	57
Mr. Munro	26	28	54
Mr. Jenkins	27	25	52
Capt. D'Arcy	28	23	51
Mr. Munro	24	34	58

Mr. M. S. Northcote, who is looking after all arrangements in connection with the shooting, requests us to announce that he is unable to secure the range for practice during the week. The next practice will take place on Saturday next, when he hopes all those who have been invited to shoot will put in an appearance.

At Singapore several of the probable members of the Interport team are shooting very well indeed, as the following report from the Singapore Press indicates:

The S. R. A. Rifle meeting was continued on September 1st and 2nd. The conditions for both events were similar—a slight shot and seven counting shots at 200, 500 and 600 yds. At the short range the scoring was poor, owing to a changeable light, the highest score being Captain F. M. Elliott, Lieut. Dumbell, and Sergeant Arthur, each with 31. Going back the scoring was much better, Captain F. M. Elliott registering a "possible" and Sergeant Arthur and Private R. de Silva securing 33's. At the 600 yds. bank the only notable scores were 33's noted by Captain Elliott and Sergeant Tan See Bin. The N. R. Silver Medal went to Lieut. Dumbell, Sherwood Foresters. The scores are as follows:

Lieut. Dumbell, S.F.	31	32	63
Sgt. Tan See Bin, S.V.	28	31	59
Sgt. Galtan, S.V.	29	31	60
Sep. A. R. Murray, S.R.E.	29	32	61

The winning of the N. R. A. medal entitles Lieut. Dumbell to shoot at Bisleigh for the Prince of Wales Prize. Captain F. M. Elliott and Sergeant Arthur did not compete for the medal, having won medals in 1904 and 1905 respectively.

On adding the handicaps to decide the winner of the President's Prize (a 303 rifle) presented by Major Broadbent, the following result was arrived at:

Capt. F. M. Elliott, S.V.	31	35	66
Sgt. Tan See Bin, S.V.	28	31	59
Sgt. M. K. Watt, S.V.A.	29	31	60

Captain F. M. Elliott's fine score of 99 constitutes a record for Singapore on the new Bisleigh target. This score is very creditable as the conditions regarding light, etc., were not those conducive to good shooting.

On September 8 and 9 the following scores were made:

THE OFFICIALS' LIST.			
Spr. A. E. Murray	32	32	64
Capt. F. M. Elliott	31	32	63
Mr. G. R. King	31	32	63
Capt. C. M. Phillips	30	34	64
Lt. Becke, S.F.	26	30	56
Sgt. Tan See Bin	29	32	61

LOCAL NEW CUP.			
Spr. A. E. Murray	30	30	60
Capt. Elliott	31	31	62
Lt. Dumbell, S.F.	30	33	63
E. Caldwell, Parak.	30	32	62
W. Hay, Selenger.	30	32	62
Lt. Becke, S.F.	30	34	64
Corp. R. de Silva	31	30	61
Capt. Phillips	28	32	60
Sarg. Capt. Bowie	29	32	61
Lt. Collins, S.F.	30	33	63

(CHAMPIONSHIP) (AGGREGATES).

PRO. ARCADE, HILL, LAKE.			
Capt. Elliott	84	95	97
Spr. A. E. Murray	88	96	97
Lt. Dumbell, S.F.	79	84	96
Spr. E. Galtan	82	85	96
Sgt. Tan See Bin	81	89	95

* Winner in the event.

+ Record score on range.

The Wangtze rapid firing competition, eight shots at a fifteen inch khaki coloured target at 201 yds, target being visible for three seconds at a time, was also a keen competition. Eight men succeeded in placing all their shots in a series on the disc. Sgt. Galtan proving the winner with a score four bulls and four fives, which gave him a score of 20. Corp. de Silva was second with 19; Spr. Murray 3rd with 18, and for the fourth place Lt. Dumbell won the shoot-off against Lt. Becke, Lt. Collins, and Sgt. Arthur, each 17.

At Penang also excellent scores are being made. When shooting recently for the Warren Shield the Selangor Volunteers made the following score:

Capt. Hubback	31	34	65
Surg. Capt. Travers	34	31	65
Pte. Herft	31	32	63
Pte. G. H. Phillips	29	33	62
Pte. Barnard	27	30	57
Pte. Brown	31	31	62

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Cricket.

PARADE-PRESIDENCY MATCH.
Mr. S. D. Setna received a wire from Bombay on Saturday evening giving the result of the great Parade-Presidency match.

The Presidency team won by six wickets.

PROBABLY POSSIBLE.

The weather conditions on Saturday were against cricket and as a consequence the

match had to be abandoned. The only opportunity for another match before the team leaves for Shanghai will be on Saturday next, after which the team will be finally selected. It is possible that a couple of names will be added to those already chosen during this week.

Swimming.

THE HARBOUR RACE.
The race across the harbour for the prizes presented by the CHINA MAIL will take place on Saturday afternoon next, commencing at 5 o'clock from the Police Pier, Kowloon, finishing at Blake Pier, Hongkong. Considerable interest is being taken locally in connection with this event, the first of its kind that has taken place here, and it is expected that a close race will be the result. The tide will be slack at 5.25 p.m., so that for first portion of the race it will be against the swimmers, but after half way has been passed the tide will have turned and will assist the swimmers materially. It is expected by those who have already swum across the harbour that the race will take from forty minutes onwards, therefore it should finish about twenty to six or thereabouts. The entries are as follow:

N. H. Alves,	C. Humphreys,
A. V. Barros,	J. M. C. Lopes,
Gunner, Brotherton,	
R. G. A. 87th Co.,	J. Miller,
Tramper Grant,	W. McCoy,
R. G. A. 87th Co.,	J. M. R. Pereira,
C. B. Hayne rd.,	P. M. Remedios,
" Hayward,	H. E. Scriven,
A. N. Humphreys,	J. Witzell,

Entries for the V. R. C. Aquatic Sports close on Friday evening. Forms can be obtained from the steward of the Club.

AMOY NEWS.

(From Our Correspondent.)
Amoy has once more been swept by a severe typhoon. The wind blew all day yesterday with terrific force and rain fell in torrents. The storm has evidently been felt up country also for the river that drains the west is coming down so swollen that it has dyed the sea red for many miles.

Our community has been saddened by the death of Captain Saunders, one of the oldest veterans, whose life in the China ports dates back many years. He had been ailing for some time so that his death, which is so greatly lamented, was not entirely unexpected. A good portion of his life was spent in Foochow but he had been a resident of Amoy for quite a long time and his familiar figure will be greatly missed.

That the Chinese Government is serious in the reforms it has instituted in Peking has been made clear by the instruction that have recently been received by the Chief mandarins of the various prefectures in this province. One of these is the order, which I previously referred to, that the officials shall take measures for the stoppage of opium smoking. Evidently the action taken by England in regard to this great question is being taken to heart by the Executive in the Capital, for stringent commands have been received, first of all requiring the mandarins to rid themselves of the habit, and secondly to take prompt measures to stop opium smoking amongst the people. Severe pains and penalties are to be meted out to the officials after a certain date if it is found that they have disregarded these orders.

Another important order that has been despatched to the high authorities is the imperative command that foot binding is to be absolutely forbidden and as the greatest culprits are to be found among the gentry class they are warned that no mercy will be shown them if they fail to comply with the Imperial Will. So far as I have heard the great mass of the people declare themselves highly pleased with the action taken by the Emperor Dowager in this matter. A few years ago the continent would have been all on the other side. In centuries gone by edicts have been issued for the suppression of this most unnatural custom but they were so entirely disregarded as to have been dead letters. If there had been a woman like the present Empress Dowager at the head of affairs there is little doubt that footbinding would long ago have ceased to be practised.

THE KULANGSU COUNCIL.

At the Meeting of the Kulangsu Municipal Council, held at the Board Room, Kulangsu, Amoy, on the 28th of August, there were present Messrs Marshall (Chairman), C. A. V. Hertz, A. F. Gardiner, I. Takasaki, W. H. Wallace and the Secretary, Mr. C. Berkeley Mitchell.

The Secretary was authorized to purchase two Fire Ladders, one Dozen Canvas Buckets, and a Canvas Stretcher. The Secretary was directed to notify that the Council has decided that although all licenses expire on the 31st December, the full amount for such licenses must be paid, no matter what time of the year they are taken out.

The Secretary was directed to draw up a notice, for the approval of the Watch Committee, as to the conduct of persons visiting the Sea front at Chambe.

A letter was read complaining about a drain at Sin Lo Thau Jetty, and the Secretary was directed to inform the complainant that the drain in question will, as far as is possible, be put in a state of repair.

Wallace brought up the subject of the New Pavilion for the Tennis Ground. It was decided to let the matter stand until the next meeting, in the meantime the Secretary is to forward the plan and estimate to all members of the Council.

The C. N. S. "Kwangtung," which arrived at Shanghai on Sept. 14 from Canton and Hongkong, reports—Rode out a severe typhoon on Clipper Roads, Lamou Island. The lowest barometer reading was 28.82, and the wind attained force 10. The typhoon was going W. N. W. to W. afterwards recurring to North. Passed three junks on the rocks at Lamou Island and another in Chuan Bay.

The C. N. S. "Linan," Capt. Williams, reports that on her voyage from Newchwang to Swatow, via Chiofo, with a cargo of bananas when entering Chiofo, discovered a floating mine covered with bandoleers, about 14 miles N.N.E. of Santry Rock. The Americans then were close to the mine and "Linan" signalled them with the result that the U. S. S. "Cinchona" bore down and sank the mine without any explosion.

SOCIAL AND PERSONAL.

Dr. J. E. Jones, the newly-appointed U. S. Consul at Tairen, left Kobe on September 6 by the N.Y.K. "Yokohama-maru" to take up his new duties.

Mr. I. Gonzales de Benido, Chilean Consul, met with an accident on Saturday. He was riding in his ricksha at Wanchai and by some means it was run into by a tram. The ricksha was smashed and Mr. de Benido was badly cut about the face. He has been confined to his room since the accident.

The N. C. Daily News regret to announce the death of Mr. H. L. Goldsworthy, assistant in the Municipal Engineer Department, which took place at the General Hospital on September 12 from blood poisoning. The deceased, who had only been ill a few days, came to Shanghai but a year ago. As a fireman, a member of the De Luge Company, and a rowing man he soon gained popularity amongst the younger members of the community as well as amongst those with whom he came into contact in business.

H. E. General Liu Yung-Heng, High Commissioner and Commander-in-Chief of Kiangpoo, died of typhoid fever on the 10th inst. at his headquarters in Tsingliangpu, on the Grand Canal. *Who's Who in the Far East* states that the General was a native of Kansu and was appointed a reader at the Hanlin in the summer of 1901. In Sept. the same year he was appointed assistant Supervisor of Instruction and in 1902 he became Chief Supervisor. After holding the post of sub-Chancellor of the Grand Secretariat from Sept. 1902 until 1903 he was appointed to the command in Kiangpoo.

Scotmen in the Far East will be interested to learn that Mr. Henry Phipps, the American steel magnate, has taken Glenquich, Scotland's most magnificent deer forest. Glenquich covers an area of 50,000 acres, and yields in an average season 100 stags besides hinds. Lord Burton, who terminated his thirty years' tenancy last year, killed a splendid stag of twenty points, the finest ever shot in Scotland, in the forest in 1893. King Edward has shot there on several occasions. Only a millionaire can be tenant of Glenquich and its lodge, as the rent and expenses amount to about £100,000 a year. Mr. Phipps started life at Pittsburg as a fellow errand boy with Mr. Andrew Carnegie, and is now one of the directors of the Steel Trust.

Mr. John Pender Wake, whose death took place on Tuesday, September 11, at the General Hospital, Shanghai, at the early age of 45 years, was of too gentle and kindly a nature to be successful in the keen competition of modern life, and it was a misfortune for him to succeed to the already crippled business of Ferguson & Co., which once held premier position among the firms of Chiofo. His many friends made several subsequent attempts to re-establish him in the commercial world but none of his later ventures really held out any substantial prospects. About a year ago Mr. Wake, who had been home to England returned in impaired health to Shanghai, and he had lived unobtrusively here ever since. He will be genuinely missed by many, says the N. C. Daily News.

BY WHARF AND WAVE.

We read in the *Japan Chronicle* that "The Great Northern steamers 'Minnesota' and 'Dakota' will in future stay 48 hours at Yokohama, 50 hours at Kobe, and 24 hours at Shanghai. They will be timed to arrive at Nagasaki in the morning and to leave again within twelve hours."

The I. C. S. "Jiangang," which arrived at Shanghai from Hongkong on Sept. 13 reports: At 4 p.m. on the 10th inst. passed through large quantities of junk wreckage. Rescued five men, who stated that they had been captured forty-eight hours previously. The rescued men were Swatow fishermen.

A telegram, dated San Francisco, Sept. 6 says: "The 'Boston' has been refloated and taken to Bremerton Navy Yard. The Naval authorities sent a number of powerful tugs and other vessels to her assistance. An investigation is in progress at Bremerton as to the cause of the accident. The damage to the cruiser is very great, and it is believed that the repairs will take about four months."

The following Honolulu telegram, dated Sept. 5 and apparently despatched by the Japanese Consul at that port, has been received in official quarters at Tokyo:—On August 31, not many days after the stranding of the "Manchuria," the American transport "Sheridan" went aground on a sunken reef outside the port. These circumstances have led to the belief that some change has taken place in the currents, but nothing has yet been definitely ascertained. A shock of earthquake was experienced at the city of Hilo yesterday. There was, however, no damage.

The *Kobe Herald* recently reported that the Toyo Kisen Kaisha had ordered the construction of a vessel of over 10,000 tons for its American service. It is now stated that in view of the constant increase of trade between Japan and America the Kaisha has decided to also prior three vessels of 8,000 tons each. As the Mitsubishi Dockyard at Nagasaki was unable to accept the commission, having already as many orders for vessels as it can execute, the Kawasaki Dockyard has been asked to undertake the work. It is believed that the contemplated immediate extension of the Dockyard will enable the Kawasaki Company to accept the order, although it also has a great number of vessels now in hand.

SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

SHANGHAI, September 15.
I was listening to an interesting little conversation the other day. The man most directly concerned was an enterprising young fellow out from home. With him he had brought endless samples of goods likely to find favour with people in the East and of energy he had a boundless supply. After blantly but truly telling him he had arrived in Shanghai at a bad time, one man also enlightened him on another point, even more true. Without good introductions, a newcomer to Shanghai has very little chance of doing business. The goods for which he solicits a trial may be of exceptional value but they will not be proven. There is far too much friend pigdin in Shanghai. You must gain a clump at the Shanghai Club, or even at the Race Course, "Try so, and so, old fellow and give me a chance." "All right," is the ready response, and an order is backed straight away. Unless they be entirely bad, goods so backed, soon find a market. Then, of course, there is the question of chops, but that is of too much interest for Hongkong and other ports alike, to be particularly about in Shanghai. People growl and grumble and say the average Chinaman is too conservative, but in many respects the foreigner is of the same temperament. They know a certain brand to be good and it takes wild horses to induce them to try another and the more eagerly it is pushed, the more it is resented. But to return to the young fellow, he took the advice, made use of the friends he had made, secured several introductions, and after some acquaintance, his deals more fully on his business and he told me despite his trade even his home anticipations have been partially fulfilled.

The trial of Hyndman for the murder of Smith has been postponed and it is expected it will be still further postponed. In the meantime Mrs. Rose is recovering and will doubtless be able to give evidence when the case occupies the attention of the Court. Naturally enough, chief interest centres round her, and those who say they are in the know prophesy strange sayings from her lips about the crime. Indeed, there is a war of sides. "Serve her right," says one, "No, it was the man's fault," says the other, and then there are others who say the crime was altogether unjustified and the extreme jealousy which was the motive was beyond the right of the man who will be bound to suffer for his rash act. I must refer to the matter, otherwise, this letter would not be descriptive of Shanghai this week. Residents returning on holiday immediately ask "What about the murder?" and then after hurriedly saying "Don't you know," the story is gone over, interposed with little additions to make the tale more vividly gruesome.

Building in Shanghai is proceeding at furious speed but not in residential districts. At least that statement is incorrect because in the outlying districts houses are being run up with the lightning skill of all jerry-builders. Fine and artistic many of them look from cursory inspection but the dreary wind of winter will have much to answer for as they race at their will through the ill-fitting doors and windows. But I am wandering from my intention which was to tell you what a really large number of houses within easy access of the river, many of them prettily newly erected are being pulled down, and private godowns erected on their sites. This is due to a determined effort to fight the high rates of public wharves and godowns. There is no union between these public wharves and godowns, and charges vary.

Once more I glory in the fact that rickshaws coolies will receive a nasty shock when once the tram commences to run. They deserve it and every day they become more annoying, impudent and independent. For donkeys' years we have had the coolies who refused a fare because he hopes to cheat a tipsy sailor, but the number of tipsy sailors has grown, so has the cunning of the coolies, and ladies coming out of the Gardens after listening to the Band in the afternoon complain bitterly of their treatment. It is unpleasant for a woman to engage in a squabble with a dirty rickshaw coolie and even those brave enough to do so have not been helped. The wretched men forced to take a fare, should she be of the feminine sex, cowl along until out of sight of a policeman and then obstinately refuse to budge. One lady of my acquaintance was deposited at the back entrance of a hotel of peculiar repute in the Broadway and had to make her way through a group of Russian sailors, and a baby in her arms too. The coolie could soon be cured but the punishment inflicted for the offence is generally so slight that the coolie continues his wicked game with impunity.

Chinese Christians are so numerous in Shanghai that their welfare and progress is a matter of much interest, interest which has been revived by the question of episcopal jurisdiction in Shanghai. In 1903 the Chinese Christians were placed under the jurisdiction of the American Bishop as missionary enterprise in the American Church was greater than that in the English. Objections were raised to this and then after much discussion, the Archbishop of Canterbury confirmed the arrangement. Chinese Christians in Shanghai have now been given to understand they are no longer under the jurisdiction of Bishop Moule but must look to the American Bishop for their help. Consideration prevails because the converts object to being taken from the English Church and placed like so many sheep in the American Church even though the two Churches be in communion. Mr. Walker is trying to persuade them to think not so much of the present but of the future when they may perhaps have a Chinese Church with a Bishop of their own nationality, and as he wisely and rightly points out, any step which tends to weld them together in closer union hastens the day when they will be a distinct body, originating from the missionary enterprise of both England and America, and then in completion of a Church of its own, ready and willing to carry out the conversion of other Chinese with the kindly co-operation of the white man.

RIOTS IN TOKYO.

Exciting Scenes.

At last the agitation against the increase of car-fares in Tokyo has culminated in disorderly scenes in the streets, crowds of people throwing stones at passing cars and even assaulting innocent passengers, says the *Japan Chronicle* of Sept. 7. Employees of the company and police were also roughly handled by the mob, one official being seriously wounded. The police were apparently anxious to do nothing likely to lead to a repetition of last year's scenes, but were forced to interfere on Wednesday night (Sept. 6) when the attitude of the mob became threatening. A number of arrests were made, and others followed yesterday.

The proceedings at the meeting in the Honzo Theatre on Tuesday were quite orderly. After the manifesto had been approved, a resolution was adopted demanding the establishment of a uniform three-shan fare, special rates for students and workmen, more ample accommodation in the cars and more frequent service, and greater precautions for public safety. A deputation was then appointed to wait upon the Ministers of State and other officials concerned, while others present were appointed to investigate the financial condition of the company.

When this business had been concluded a young man named Mori Bunpei, said to be a Socialist, rose in the body of the hall and asked permission to address the assembly. This being granted, he urged his hearers to boycott the electric cars if the company carried out the proposed increase. On being put to the meeting in the form of a resolution, it was carried unanimously. Other speeches followed, and the meeting, terminated at two o'clock on Wednesday evening with hearty "Banzai" for his Majesty the Emperor.

Among those present at this meeting were Mr. Yoshino, for many years Chairman of the Tokyo Municipal Assembly, Mr. Nagaki, a leading barrister, and many other prominent public men.

In the afternoon of Wednesday another meeting was held in Hibiy Park, promoted by Matsumoto Dobetsu. Probably attracted by the remembrance of the scenes on that very spot just a year ago, a large number of people assembled in the park, but it was noticeable—especially to those who were past the age of student—that not one policeman in uniform was to be seen, though it is believed many were present in private clothes. At about half-past four Matsumoto addressed the meeting, denouncing the action of the tram companies and the Home Minister for supporting them. He urged those present to persevere in their demand for the proposed increase, to destroy the cars and the companies' premises, and resort to any other means to express their opposition to the increase. Brandishing a stick, Matsumoto said that the cars, the company's premises, and the Home Minister's official quarters were all in sight, if those present wished to resort to extraordinary means, they could do so at once. He advised them, however, to disperse peacefully, and await developments on the 11th instant.

A resolution to this effect was adopted and the meeting closed, Matsumoto leaving the park by the subway and avoiding any interference by the authorities, followed by about 10,000 persons. Yells and groans went up from the crowd outside the Tokyo City Electric Railway Company's premises, but no actual disturbance took place. During the surging of the crowd around the main pavilion in Hibiy Park a woman fired a blank shot with her revolver, but although his action caused some excitement the crowd remained fairly well behaved.

It was not until about nine o'clock on Wednesday evening that the mob resorted to violence. An electric car at Ginza, near Shinjimbashi, the one first to be attacked,

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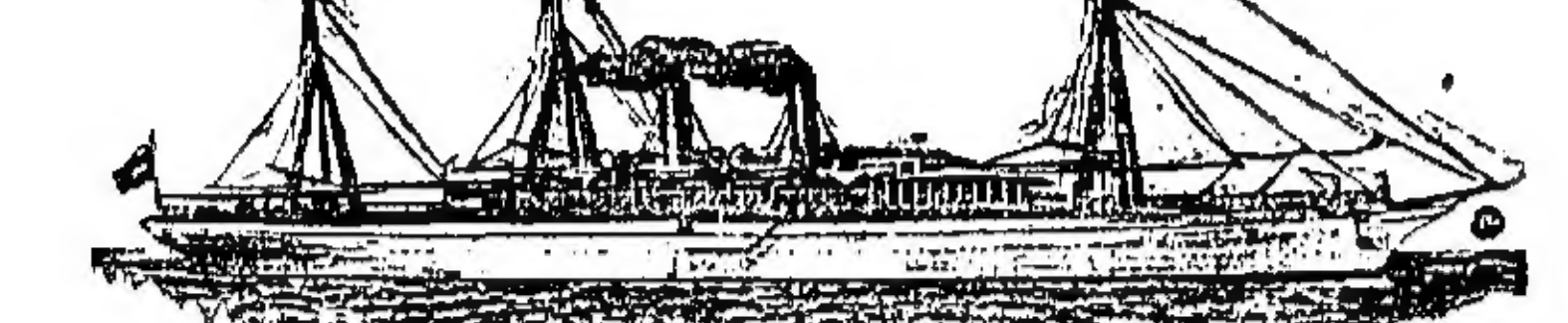
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 EMPRESS OF CHINA 6000 Tons, Wednesday, Oct. 3, at Noon, 27 days.
 EMPRESS OF RUSSIA 6000 Tons, Thursday, Oct. 10, at Noon, 34 days.
 EMPRESS OF AUSTRIA 6000 Tons, Wednesday, Oct. 17, at Noon, 41 days.
 EMPRESS OF GERMANY 6000 Tons, Thursday, Oct. 24, at Noon, 48 days.
 EMPRESS OF ITALY 6000 Tons, Wednesday, Oct. 31, at Noon, 55 days.
 EMPRESS OF SPAIN 6000 Tons, Thursday, Nov. 7, at Noon, 62 days.
 EMPRESS OF PORTUGAL 6000 Tons, Wednesday, Nov. 14, at Noon, 69 days.
 EMPRESS OF GREECE 6000 Tons, Thursday, Nov. 21, at Noon, 76 days.
 EMPRESS OF TURKEY 6000 Tons, Wednesday, Nov. 28, at Noon, 83 days.
 EMPRESS OF AFRICA 6000 Tons, Thursday, Dec. 5, at Noon, 90 days.
 EMPRESS OF ASIA 6000 Tons, Wednesday, Dec. 12, at Noon, 97 days.
 EMPRESS OF AUSTRALIA 6000 Tons, Thursday, Dec. 19, at Noon, 104 days.
 EMPRESS OF AMERICA 6000 Tons, Wednesday, Dec. 26, at Noon, 111 days.
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For further information Maps, Routes, Handbooks, Rates of Freight and Pass, apply to D. W. CRADDOCK, Acting General Agent, 100, Queen Street, and FRANK, Opposite Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS: MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

STEAMERS: SADO MARU, Tons 6,227, Capt. Gen. Anderson, Wednesday, 15th Sept., at Daylight.

BINGO MARU, Tons 6,243, Capt. F. Sommer, Oct., at Daylight.

KAWACHI MARU, Tons 6,101, Capt. E. Petersen, Wednesday, 17th Oct., at Daylight.

AKI MARU, Tons 6,444, Capt. M. Yagi, Monday, 15th Oct., at 4 p.m.

KUMANO MARU, Tons 5,076, Capt. Hunter, Saturday, 29th Sept., at Noon.

YAWATA MARU, Tons 3,817, Capt. W. Townsend, Friday, 2nd Nov., at Noon.

COLOMBO MARU, Tons 4,708, Capt. J. Nagao, Tuesday, 27th September, at Noon.

BOMBAY MARU, Tons 4,625, Capt. K. Ishikawa, Tuesday, 9th October, at Noon.

YAWATA MARU, Tons 3,817, Capt. W. Townsend, Wednesday, 3rd Oct., at Noon.

TUTOMI MARU, Tons 3,412, Capt. A. Koith, Saturday, 22nd September, at Noon.

SANUKI MARU, Tons 3,112, Capt. N. Mathieson, Saturday, 22nd September, at Noon.

KANU MARU, Tons 3,112, Capt. K. Bashimoto, Wednesday, 19th September, at Noon.

SWATOW AND BANGKOK. Capt. K. Bashimoto, 19th September.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

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Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	Marseilles & London	Plymouth
Colombo			2 days earlier	1 day later
DEVANHA	7000	CHINA	8000	Oct. 28
OCEANA	7000	INDIA	8000	Nov. 10
DELHI	8000	MONGOLIA	10000	Nov. 17
SIMLA	8000	BRITANNIA	7000	Dec. 1
DELTA	8000	MOULTAN	10000	Dec. 22
				1907
MALTA	6000	HIMALAYA	7000	Dec. 20
DEVANHA	8000	MOLDAVIA	10000	Jan. 12
DELHI	8000	VICTORIA	7000	Jan. 19
ARCADIA	7000	CHINA	8000	Feb. 2

The "Devanah" proceeds through, and takes passengers for Marseilles and London without transhipment. Passengers change steamers at Colombo, and those for Bremen transfer also to the Express Mail Steamer at Port Said. Arrangements for the connecting steamer from London is arranged in Hongkong at time of booking.

Ten to the above Mail Steamers the following:

INTERMEDIATE (Non-Through) Steamers

WILL LEAVE FOR

LONDON,

SAILING SCHEDULE PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
to	HONGKONG	LONDON
MANILA	4500	Dec. 19
NILB	7000	Dec. 24
CEYLON	4500	Nov. 7
SUMATRA	7000	Jan. 21
NAMUR	7000	Jan. 2
NUBIA	6000	Jan. 16
BORNEO	7000	Jan. 24

These steamers call also at Singapore, Penang, and Malacca. Carry only First Saloon Passengers. For Passage Apply to F. A. HEWETT, Superintendent.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers	Destination	To Sail
BRISGAVIA	SHANGHAI, KOBE & YOKOHAMA	28th Sept.
HABSBURG	SHANGHAI, YOKOHAMA & KOBE	29th Sept.
SEGOVIA	YOKOHAMA & KOBE	Beginning of Oct.
SITONIA	SHANGHAI, KOBE & YOKOHAMA	14th Oct.
C. FEED. L. ARIZ.	SHANGHAI, YOKOHAMA & KOBE	28th Oct.
ANDALUSIA	SHANGHAI, KOBE & YOKOHAMA	13th Nov.
AMBERIA	SHANGHAI, YOKOHAMA & KOBE	27th Nov.

HOMEWARD.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTHAGEN, LONDON, LIVERPOOL, GLASGOW, TUNIS, GENOA, PORTS in the Levant, BAHIA, RIO DE JANEIRO, Santos, and other ports in Brazil, also via ADEK or PORT SAID, by the "ARABIC" SERVICE to ALEXANDRIA and PERMAN GULF PORTS.)

Steamers	Destination	To Sail
SCANDIA	NAPLES, HAVRE, ANTWERP & HAM.	20th Sept.
LIBERIA	BURG, via Singapore, Penang & Colombo.	22nd Sept.
SENEGAMBIA	HAVRE & HAMBURG	2nd Oct.
SUEVIA	via Singapore, Penang & Colombo.	16th Oct.
HABSBURG	HAVRE, BREMEN & HAMBURG	30th Oct.
BRISGAVIA	NAPLES, HAVRE & HAMBURG	13th Nov.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity, duly qualified Doctor and Stewardess on board. Laundry on board.

COAST SERVICE.

Steamers	Destination	To Sail
DAPHNE	NAGASAKI AND VLADIVOSTOK	Beginning of October
KOWLOON	SHANGHAI AND CHINKIANG	To follow
LYDIA	SHANGHAI AND CHINKIANG	To follow

* Taking Cargo at through Rates to Tientsin and Chemulpo. For Freight and Passage, apply to SIEMSEN & CO. HAMBURG AMERIKA-LINIE HONGKONG OFFICE.

For Steamers of the Coast Service marked * to

SIEMSEN & CO. HAMBURG AMERIKA-LINIE HONGKONG OFFICE.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

THE CO. S. S. R. For LEAVING

MASAN MARU, Capt. S. TAGAMI, TAMBU, Via SWATOW AND AMOY, TUESDAY, Sept. 18, at 10 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Ample, Unvalued Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

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Shipping.

IMPERIAL
GERMAN
MAIL
LINES.

NORDDEUTSCHER LLOYD-BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

Steamers	Sailing Dates, 1906.
PRINZ HEINRICH	WEDNESDAY, 28th Sept.
GRINSENAU	WEDNESDAY, 10th Oct.
PRINZ LUDWIG	WEDNESDAY, 21st Oct.
PRINCESS ALICE	WEDNESDAY, 7th Nov.
ROON	WEDNESDAY, 21st Nov.
BUELOW	WEDNESDAY, 6th Dec.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th Dec.
	1907.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd Jan.
SEYDLITZ	WEDNESDAY, 16th Jan.

ON WEDNESDAY, the 28th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain GROSCH, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 24th September; Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 25th September, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 25th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.00, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Dinner can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$61.0.0	\$42.0.0
Return	\$91.0.0	\$63.0.0
To Southampton, London, Bremen and Hamburg	\$65.0.0	\$44.0.0
Return	\$97.0.0	\$68.0.0
To New York, via Suez, via Naples, Genoa or Gibraltar	\$64.0.0	\$44.0.0
Return	\$96.0.0	\$67.0.0
Via Bremen or Southampton	\$68.0.0	\$46.0.0
Return	\$98.0.0	\$69.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

HERBERTSHOEHE, MATUPO, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

Steamers	Sailing Dates.
PRINZ WALDEMAR	3227 tons.....TUESDAY, 18th Sept., 1906.
PRINZ SIGISMUND	3302 tons.....TUESDAY, 16th Oct., "
WILHELM	4763 tons.....TUESDAY, 13th Nov., "

ON TUESDAY, the 18th day of September, at Noon, the Steamship PRINZ WALDEMAR, Captain WAREHAM, with Mail, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

1st Class	2nd Class	3rd Class
To MANILA	\$50.0.0	\$30.0.0
return	\$80.0.0	\$50.0.0
To NEW GUINEA	\$28.0.0	\$18.0.0
return	\$42.0.0	\$27.0.0
To BRISBANE	\$29.0.0	\$19.0.0
return	\$43.0.0	\$28.0.0
To SYDNEY	\$23.0.0	\$15.0.0
return	\$35.0.0	\$22.0.0
To MELBOURNE	\$24.0.0	\$16.0.0
return	\$36.0.0	\$23.0.0
To YOKOHAMA	\$35.0.0	\$22.0.0
return	\$52.0.0	\$33.0.0
To KOBE	\$35.0.0	\$22.0.0
return	\$52.0.0	\$33.0.0
To YOKOHAMA & back from KOBE to HONGKONG	\$140.0.0	\$100.0.0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

To Europe VIA Australia and Colombo by Imperial Mail Steamer	£97.0.0.
To Europe VIA Australia and America	96.0.0.
(from Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT 1906.

YOKOHAMA & KOBE	PRINZ LUDWIG	WEDNESDAY, Sept. 26.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ SIGISMUND	WEDNESDAY, Sept. 26.
Do	PRINCESS ALICE	WEDNESDAY, Oct. 10.

* Reaching Yokohama in less than 6 Days.

TRANSFACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:-

				1st CLASS
to London via Plymouth or Southampton	...	...	...	£82. 0. 0.
to Bremen	...	...	...	168. 10. 0.
to Paris via Cherbourg	...	...	...	65. 0. 0.
to Naples, Genoa, via Gibraltar	...	...	...	65 0 0.

For further Particulars, apply to Norddeutscher Lloyd.

MELCHERS & CO., Agents.

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WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

\$17 per Annum (including Postage).

China Mail Office, 6, WYNDHAM STREET HONGKONG.

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THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price.....Fifty Cents.

To be had at the "China Mail" Office, 6 Wyndham Street.

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ENGLISHMAN EATEN BY A CROCODILE.

A correspondent at Salisbury, in Rhodesia, relates the terrible fate of an Englishman, named Warman, whilst on a trading trip. The route taken by Warman, who was accompanied by a companion named Bennett, led him over the river Kafue. To cross this the Englishmen made a raft, but scarcely had they got to midstream when the frail craft was upset by a crocodile, Warman and Bennett, both being left floundering in the water. They stuck out for the opposite shore, which Bennett reached, but on looking round he saw the crocodile seize Warman's leg and drag him under the water. Bennett had to travel 300 miles before he reached a white man's abode at Boma. Warman leaves a widow and family in England.

THE PROPOSED NEW ALPINE TUNNEL.

Further particulars of the project for a trunk line called the "Lotschberg," with electricity as motor-power, to pass through the Bernese Alps and connect at Brig with the Simplon, are published in a report to the Washington Bureau of Manufacturers by the American Consul at Berne.

The new railroad will require five and a half years to build, and necessitate a tunnel over eight miles long out of an entire length of about 33 miles. The cost will be over \$2,000,000. The line will serve the most direct means of communication between Northern Italy (3100 and Genoa) and the vast district lying to the north and north-west of Switzerland. It will shorten the approach to the Simplon, that now must be reached via Lausanne, and will compete with the St. Gotthard Tunnel railroad.

The road that has to be constructed will commence at Frutigen a town near Spiez, a few miles from the lake of Thun, which is in direct communication with the towns of Thun and Pontarlier, and with the cities of Berne and Basel. It will merge into the Simplon at Brig, and will virtually form the completion of the great work.

Paris will be brought fifteen miles nearer the cities of Italy than via the new Lausanne-Simplon Tunnel route, and about 100 miles nearer than via St. Gotthard. From Chablais northern Italy can be reached with 82 miles less travel than via Lausanne through the Simplon.

Shipping.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAE, BRISBANE, SYDNEY AND MELBOURNE.

THE Steamship PRINZ WALDEMAR.

Captain C. WOLTERMAN, will leave for the above places on WEDNESDAY, the 18th inst., at 4 p.m.

This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, September 14, 1906. 1793

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

STEAM FOR SHANGHAI, TINGTAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Steamship PRINZ LUDWIG.

Captain von BINKER, will be despatched for the above places on or about TUESDAY, the 25th of September.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, September 7, 1906. 1760

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, THOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship AUSTRALIAN.

Captain ST JOHN GEORGE, will be despatched as above on SATURDAY, the 29th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Machine, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To R. To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 6, 1906. 1752

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, VIA JAPAN PORTS.

Will be sent to Valparaiso if sufficient inducement.

THE Steamship KASATO MARU.

Tons 6000, will be despatched for Salina Cruz, Callao, and Iquique, via Japan Ports, on

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to K. MATSUDA, Manager, Yokohama Building.

Hongkong, August 24, 1906. 1854

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$2,250,000

Sterling Reserve, \$10,000,000

Silver Reserve ... 10,250,000

RESERVE LIABILITY OF PROPERTIES.....\$10,000,000

COUNT OF DIRECTORS:-

A. HAUPT, Esq., Chairman.

G. H. MEURHART, Esq., Deputy Chairman.

E. GOOS, Esq., R. SHEWAN, Esq., Hon. Mr. W. J. Gresson, N. A. SLEIGH, Esq., C. R. LENZBACH, Esq., H. A. W. SLADE, Esq., D. M. NISSIM, Esq., H. E. TOMKINS, Esq., ACTING CHIEF MANAGER:-

Hongkong-H. E. R. HUNTER.

ACTING MANAGER:-

Shanghai-W. ADAMS (Jr.).

LONDON BANKERS-LONDON AND COUNTY BANKING CO., LD.

HONGKONG-INTEREST ALLOWED.

On Current Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits:-

For 3 months 2 1/2 per cent. per annum.

" 6 " 3 " "

" 12 " 4 " "

H. E. R. HUNTER, Acting Chief Manager.

